



National Transportation Safety Board Aviation Accident Preliminary Report

Location:	Brawley, CA	Accident Number:	WPR20FA018
Date & Time:	10/31/2019, 0119 PDT	Registration:	N7158X
Aircraft:	Cessna 150	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

On October 31, 2019, at 0119 Pacific daylight time, a Cessna 150A, N7158X, impacted desert shrub trees along the embankment of the Alamo River, in Brawley, California. The private pilot and passenger were fatally injured. The airplane sustained substantial damage. The pilot/owner operated the airplane under the provisions of Title 14 *Code of Federal Regulations* Part 91 as a personal local area flight. Dark night visual meteorological conditions prevailed for the flight that departed from the Brawley Municipal Airport (BWC), at 0114.

The airplane was identified on radar from the time it taxied from the hangars to just north of the accident site. After the airplane departed runway 8, it turned left and flew westbound just north of the runway. At 0117, about 1.5 nautical miles northwest of runway 8, the airplane turned to the left approximately 225° and crossed the runway on a northeast bound heading. At 0118 the airplane turned right. At 0119:31 the airplane made another right turn and was on a southbound heading. The last radar return was at 0119:55 north-northwest of the accident site.

The National Transportation Safety Board (NTSB) investigator-in-charge (IIC), Federal Aviation Administration (FAA) inspectors, and Textron Aviation, responded to the accident site. The entire airplane came to rest upright on the shoreline of the Alamo River in desert shrub trees, on a magnetic heading of 257°. The debris path was 80 feet in length and north of the main wreckage. The left-wing tip was embedded in the desert tree shrub and was the first identified point of contact (FIPC). About 30 feet from the wing tip was a freshly broken branch. The debris path continued away from the river to the southeast. The right main landing gear had separated and was in the debris path.

The propeller and engine section partially separated from the cockpit, and the cockpit separated from the empennage and tail sections. The propeller remained attached to the engine and the engine to the firewall. The propeller was a two-bladed propeller; one propeller blade was undamaged and straight; the other propeller blade had bent aft toward the cockpit but was relatively undamaged. There were no obvious holes in the engine case. The carburetor had separated from the induction tubing at its mounting flange. About 1.5 gallons of fuel similar in color and smell to aviation fuel (100 low-lead) was recovered from the left wing. Flight control continuity was established from the cockpit to the tail section and out to the wings.

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7158X
Model/Series:	150 A	Aircraft Category:	Airplane
Amateur Built:	No		
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	MMML, 74 ft msl	Observation Time:	0051 PDT
Distance from Accident Site:	24 Nautical Miles	Temperature/Dew Point:	17° C / -23° C
Lowest Cloud Condition:	Few / 20000 ft agl	Wind Speed/Gusts, Direction:	4 knots / , 340°
Lowest Ceiling:	None	Visibility:	10 Miles
Altimeter Setting:	30.23 inches Hg	Type of Flight Plan Filed:	None
Departure Point:	Brawley, CA (BWC)	Destination:	Brawley, CA (BWC)

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	32.988056, -115.469167 (est)

Administrative Information

Investigator In Charge (IIC):	Tealeye Cornejo
Additional Participating Persons:	
Note:	The NTSB traveled to the scene of this accident.